



INSIDE



9

*Recap:
Holiday Party*



26

*Un-Garaging
the Queen*

- 7** *Marc Molzon New President of SEM/PCA*
- 8** *Steve Carbary - Enthusiast of the Year*
- 14** *Porsche Drive Experience at M1*
- 18** *CIRPCA Breakfast Tour*
- 22** *MOR/PCA Runs HPDE at Indy*
- 31** *General Membership Dinner*



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CONTENTS

SEM Directors and Officers 3

SEM Calendar 4

She’s Flying 5

Porsche, People, Power, Passion..... 7

Enthusiast of the Year 8

Holiday Party and Silent Auction 9

P4 Advertising Rates..... 12

SEM Board of Director Election Results 13

PCA Multi-Region Swap Meet, Car Show & Tech Quiz ... 13

Drive Experience at M1 Concourse 14

The Place for Porsches and Parts 17

SEM New Members 17

CIR Breakfast Tour 18

HPDE at IMS 22

Un-Garaging The Queen..... 26

SEM Membership Dinner..... 31

In the Shark Tank 33

Tech Talk..... 35

SEM Board Minutes 36

Anniversaries 36

Good Racing 37

Around the Zone 38

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ON THE COVER: Enthusiast of the Year Steve Carbary with his wife Lucy. Behind them are past presidents Patti Door, Jerry Door, John Keilly and Jeff Amos.

2017 SEM/PCA CALENDAR

| | |
|-----------------|---|
| JANUARY | |
| 5 | Board Meeting |
| 14-22 | #North American International Auto Show |
| FEBRUARY | |
| 2 | Board Meeting |
| 24-26 | #Detroit Autorama |
| MARCH | |
| 2 | Board Meeting |
| APRIL | |
| 6 | Board Meeting |
| 22 | New Member Gathering |
| 23 | DE-101- Waterford Hills |
| 29 | Swap Meet |
| MAY | |
| 4 | Board Meeting |
| TBD | DE Waterford Hills- #1 |
| 13 | Devil’s in the Details – Munk’s |
| 20 | Street Survival School |
| 21 | Spring Tour |
| JUNE | |
| 1 | Board Meeting |
| 2-4 | #Belle Isle Grand Prix |

| | |
|------------------|--------------------------------|
| JUNE | |
| TBD | DE Waterford Hills - #2 |
| 18 | #Eyes on Design |
| 25 | Waterford Hills Family Day |
| 29 | Board Meeting (July) |
| JULY | |
| 9-15 | #Porsche Parade |
| TBD | Progressive Dinner |
| 28-30 | #Concours at St. Johns |
| TBD | #Waterford Hills Vintage Races |
| AUGUST | |
| 3 | Board Meeting |
| TBD | #Troy Traffic Jam |
| 19 | #Woodward Dream Cruise |
| 20 | Picnic and Concours |
| TBD | DE Waterford Hills- #3 |
| SEPTEMBER | |
| 7 | Board Meeting |
| TBD | DE M1 Concourse-#4 |
| 15 | Ladies Only Drive |
| 17 | Drive your Porsche Day |
| OCTOBER | |
| 5 | Board Meeting |
| TBD | Fall Color Tour |

| | |
|-----------------|-----------------------------------|
| NOVEMBER | |
| 2 | Board Meeting & Calendar Planning |
| 17 | Membership Dinner |
| DECEMBER | |
| 7 | Board Meeting |
| TBD | Holiday Party |

= Not a PCA-SEM Region Event
All dates and events are subject to confirmation

BOARD MEETINGS

Board meetings are typically held on the first Thursday of the month at various locations.

Please note: for anyone interested in attending future Board meetings, please contact any board member.

Oh No!
Not You Again!



BY JOHN KEILLY

January...a time for both looking back and looking forward. In this first issue of 2017 we do both.

We look back on some of the later events of the year. Gretus Hoogestraat recaps the Porsche Drive Experience. From time to time, PCNA takes this travelling product road show around the country and dealers invite guest to a marvelous opportunity where they can experience the latest Porsche products first hand. This time, it was held at the new M1 Concourse.

Gretus and his wife Victoria also participate in events run by other regions in Zone IV. Most recently, they joined the good folks from the Central Indiana Region in Fort Wayne, IN. Their recap is in this issue.

Gretus also participated in an HPDE event hosted by the Mid-Ohio Region at the Indianapolis Motor Speedway. F1 fans may recall that in addition to the Indy 500, this storied track also hosted the Grand Prix of the US a few years ago. This and the other recap by Gretus may inspire you to consider some of the many other events hosted by our neighboring regions.

Ulrich Gollwitzer recounts a delightful personal journey taken in his 993 from here to Copper Harbor in Michigan’s Upper Peninsula and back. Porsche enthusiasts can enjoy their cars in events organized by a region of PCA, or in this case, on their own.

Back in November, Dave Miller ran the annual General Membership Dinner at Pasquale’s Italian Restaurant in Royal Oak. As you will see in the recap, the guest speaker, Detroit News auto writer Henry Payne, was well received by the always enthusiastic attendees.

The year closed with another successful Holiday Party and Silent Auction. The Auction, chaired by Patti Door and Gretus Hoogestraat, raised money for our designated charity, the Jo Brighton Program for Special Olympics Athletes, here in SE Michigan. At this event, the Past Presidents selected DE Chair Steve Carbary as the Enthusiast of the Year, in recognition of his many contributions to the Club and the DE Program. Both the party and Steve’s award are recapped in this issue.

Going forward, Marc Molzon assumes the presidency of



With one of my favorite DE instructors, Steve Carbary!

SEM/ PCA and Gretus Hoogestraat becomes Vice President. We wish the new team well and thank Howard Gilson for his superb leadership over the past two years.

Our regular contributors are here as well. Andrew “The Shark” Olson reports from Virginia International Raceway, Tom Fielitz ponders what makes “Good Racing” and Zone IV Rep Michael Soriano keeps us updated on upcoming events around the zone.

Changes at the P4 are also afoot. Managing Editor Miranda Christen is stepping down; she is working and going to school and that combination leaves little time for other interests. I know, I did that during my first year as a grad student at Michigan and had little “contact with life as we know it.” Fortunately, she will continue to assist us as an Associate Editor. Mark Vander Eyk is also joining the team as an Associate Editor. Michael Cohen and I will assume the role of Managing Editors. We’ve done this before and expect a seamless transition. The bedrock of the P4 will remain Roger DeLiso of Copyright Printing. He’s the magician who regularly turns the sows ear we may provide to him into the silk purse that arrives in your mailbox...or so we hope.

Your constructive criticism is always welcome, as are your articles, photos and stories.

Happy New Year!

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Porsche. People. Power. Passion...



BY **MARC MOLZON**

As I become our new President, I am grateful to the Past Presidents for their faith in me and to my predecessor, Howard Gilson, for his leadership over the past two years and for his many contributions to the Club. Thank you all.

Many of you know me from our HPDE Program, Driving Tours or Street Survival School. For those that don't know me, or who ask, "Who is he?" I thought I'd introduce myself here.

I have been a car guy since I was a kid—a testament to my Dad's love of cars. Dad's been a designer and an engineer for different car companies and is REALLY into Formula 1. Growing up, I was lucky enough to see some of the greats: Andretti, Senna, Schumacher, Prost and others. Today, I share this passion by watching and attending F1 races with my kids and grandkids.

I was so eager to drive that I bought my first car before getting my license: a Mercury Capri. To performance enthusiasts, this may seem lame, because it was a light 6-cylinder car. Still, it was fun to drive!

Later, when I was considering a BMW 2002, Dad suggested a Porsche 914. He knew that my ultimate dream car was a Porsche 930, because I had a scale model Porsche 930 and it was my most prized possession. Dad told me that his boss that had a '79 930 that "felt like you got rear-ended when the turbo kicked-in," which sounded cool to me! If you haven't experienced an early Porsche turbo, hang on!

I was also following sports car racing and was fascinated with how the Porsches could keep up with and beat the Ferrari's, BMW's, Corvettes, Mustangs and other V8's, V10's and even V12's.

When I landed in Florida, I needed a car that could get my surfboard to the beach, was fun to drive and looked cool. So, I listened to my Dad and bought the 914. Upon returning to Michigan, I bought the first of many VW Rabbits.

Meanwhile, I heard about a 914 model with more Porsche parts, the 914-6. I heard one run at a car show and loved the sound. I sold my 914 and found a 914-6 in Florida. After picking



up the 914-6, I headed to a specialty shop in Atlanta for some motor work. There, reality set in; this was more of a Porsche than a Volkswagen - and the cost to work on it was MUCH higher.

After I started a family, new priorities brought restoration work to a halt. In time, and with help from my Dad, I got this car finished.

Then, I found a 944 for sale. Not surprisingly and soon became a 2-Porsche household. The real driving fun started when I took, the 944 to the track and the High-Performance Driver Education program. (I will have more stories about the DE program in upcoming P4's.)

As the value of my 914-6 went up, I wondered if I could sell it and get my ultimate dream car? I was lucky once again, finding a place that both *wanted* my 914-6 and *was selling* a 1977 Porsche 930. So, overnight, my dream became a reality with a trade and some extra cash.

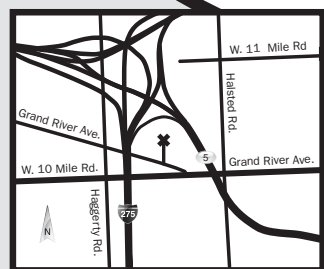
I finally got to experience the awesome turbo power; it was an incredible rush—both fun and challenging to drive! It never fails: I always get a smile on my face and my spirits lift whenever I get behind the wheel. There really is no substitute!

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Steve Carbary is Enthusiast of the Year

BY PATTI DOOR, JOHN KEILLY & MARC MOLZON

PHOTOS BY LISA MOLZON

It should come as no surprise to anyone who knows him that Steve Carbary was named 2016 Enthusiast of the Year. Steve embodies enthusiasm! He is always energetic, smiling and yes, enthusiastic. DE is his passion and it shows. Steve is warm, kind, very knowledgeable, eager to help and to share his knowledge and skills with students at all levels, from Beginners to Advanced.

Any DE student who has worked with Steve will tell you that he ensures that his student's time on the track is always fun, informative, enjoyable and makes them a better driver. He's an excellent communicator and provides timely feedback and suggestions. He also teaches at the DE 101 Program – a classroom session developed by the team to introduce prospective students to DE and to answer their questions about it. The program is now conducted at the Waterford Hills track. In addition to showing prospective students the track, the integral “track walk” is an excellent teaching tool. Instructors talk you through each section of the track and provide pointers on the various challenges and how to handle them.

Like any Instructor, Steve began as a DE student. He quickly progressed from student to Instructor. Subsequently, he became



Steve and Lucy Carbary with Lisa and Marc Molzon

Chair the DE Program. Steve was the driving force behind getting the HPDE Program through the difficult period after the recession hit. In recent years, he has grown the program significantly and returned it to a sound financial footing.

In 2016, Steve took the lead in implementing our first DE at the new M1 Concourse. That entailed all the standard negotiations, plus a detailed review of the safety program at this brand-new facility, to ensure it was in compliance with PCA standards.

His influence is felt throughout the Zone. Steve went to the zone 4 HPDE meeting – held annually in conjunction with the Presidents meeting - and helped to form the future rules and safety standards for Zone IV.

Not content with the status quo, Steve also led the first DE Program for Instructors in 2016. It was arranged in conjunction with PCA National. That enabled the DE Team to both develop new instructors and to further hone the skills of existing staff.

The Past Presidents are delighted to recognize Steve Carbary for his many contributions to SEM/PCA with the 2016 Enthusiast of the Year Award.

Slides highlighting some of Steve's accomplishments



RECAP 2016 Holiday Party & Silent Auction

BY PATTI DOOR, GRETUS HOOGESTRAAT & JOHN KEILLY

PHOTOS BY LISA MOLZON



Erhard Dahm [R] is obviously pleased to receive the clock presented by SEM/PCA President Howard Gilson [L].

Through the generous hospitality of Erhard and Gretchen Dahm, we were again able to have the party at the beautiful Orchard Lake Country Club. The Dahms still fondly recall that the founding members of this region wrote a letter of recommendation in support of their becoming the first Porsche dealer in Michigan. Unfortunately, Mrs. Dahm was ill and was unable to join us, but Mr. Dahm did, along with his daughter “C.C.” and her husband, Brett. The Club presented a beautiful clock to the Dahms in recognition of the long-time support of our region.

Orchard Lake Country Club was beautifully decorated for the holidays. Catering and Events director Olivia Pollock did a superb job in ensuring that everything went smoothly. The staff provided excellent, courteous, and friendly service throughout every phase of the event. The food was excellent, as always, and a wide variety of libations was available.

We are delighted that the 2016 Holiday Party set a record, with 129 members participating. In addition to many of the “regulars,” numerous new members were also on hand. One of those was Omar Hernandez, who just bought his first Porsche within the past few weeks! Carlos Carmona got Omar a membership and PCA and invited him to the party. Welcome Omar! Enjoy you Porsche.

More than three quarters of all registrations were on Club Registration.net. That was a huge help to the organizers and it simplified the accounting for both the party and the Silent Auction. Thank you!

This event was Howard Gilson's last as President. On January 1, he will hand the keys for “the SEM/PCA Presidential Jet” to President-Elect Marc Molzon. Marc introduced our new Vice-President, Gretus Hoogestraat. The Past Presidents honored Steve Carbary with a richly deserved Enthusiast of the Year Award. Please see the article on Steve in this issue.

The Silent Auction, run by Event Chair Patti Door and Charities Chair Gretus Hoogestraat, was another success. Through the generosity of our members, we raised \$ 2,363 for our charity, the Jo Brighton Program for Special Olympics Athletes. We were delighted to have Cliff and Maggy Gibson, Virginia Bartnikowski and Susan Buhay from Jo Brighton as our guests this year.

Thank you to everyone who came out to this event, to those who made the Silent Auction a success through either donating items or buying them and to all those who made this a gala evening so enjoyable.

MORE PHOTOS ON PAGES 10-11



The new team: Incoming VP Gretus Hoogstraat and President Marc Molzon



Veronica and Carlos Carmona with new member Omar Hernandez



Zone IV First Lady Lisa Soriano with Cliff Gibson, Susan Buhay and Virginia Bartnikowski from Jo Brighton and Victoria Hoogstraat



Dr. Lucy and Vic Rivera



New P4 New P4 Associate Editor Mark Vander Eyk and his wife Rene



John Sheaves and Fran Amos



Incoming SEM/ PCA President Marc Molzon with Mike Stanesic



Rita and Rick Christian with Dave and Kristine Kowalewski



Charities Chair Gretus Hoogstraat, Silent Auction Chair Patti Door and SEM/PCA President Howard Gilson setting up the Silent Auction



Taffy Jones with Nick and Nancy Bogaerts

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*Set-up for swap participants begins at 9:00 am. The event opens at 10:00 am and runs through lunch
 (provided by Porsche of Farmington Hills)*

Porsche Drive Experience at Champion Motor Speedway

STORY & PHOTOS BY GRETUS HOOGESTRAAT

On September 13, 2016, we were invited by Porsche of The Motor City to participate in the “Porsche Drive Experience.” We arrived for great lunch at 12:00PM, provided by Eitel Dahm Motor Group.

We had a great time driving all the new Porsche models including the 911 and 718. They were all brand new and provided by PCNA (Porsche Cars North America). We did an autocross and the full race track run. The 718 behaved beautifully at the autocross. Looking at the Boxster S, that’s the way to go. The professional instructors from PCNA, located in Atlanta, did a great job with the “Lead & Follow.” Unfortunately, we could not take our cars out on the track.

After the event Eitel Dahm invited us to his garage at M1. While we were on the balcony, all of a sudden

Eitel Dahm’s 918 went blazing by several times at full speed on the back straight. After they were done, the 918 parked at the garage. As it turned out, Aaron Bambach drove the 918 with Detroit Red Wings Captain Henrik Zetterberg in the passenger seat. I talked to Henrik and he said he had a blast. Wondering if he is now looking to buy one.

Thank you to Porsche Cars North America, Porsche of The Motor City, Eitel Dahm and Eitel Dahm Motor Group for organizing this event.

The instructors were outstanding with a ton of knowledge and were wondering why I could it push so hard. I knew the track because the Saturday before I participated in SEM/PCA HPDE (High Performance Driver Education) at Champion Motor Speedway.



The Eitel Dahm Motor Group van



Lunch with SEM/PCA members Lucy & Vic Rivera, Daniel Conrad and Eitel Dahm. (The man on the left side of the table is not identified.)



Porsches on track



Eitel Dahm’s daughter Regina Dahm, owner of Motor City MINI, was also at M1 and drove with us on the track.



Eitel Dahm’s 918 and 911R. Both have the same running VIN number (121)



Rare picture, two 918 face to face



Two Martini Porsches at Eitel Dahm’s garage at M1 Concourse

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*Advertising will be accepted from non-members at the Editor’s discretion, space permitting, at the rate of \$5.00 per issue
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FOR SALE: 1988 Porsche 911 Carrera Cabriolet: Grand Prix White, Blk Top, Black/Burgundy Interior, 155K original miles. Asking \$35,900 (but will consider a reasonable offer), Jim Washburn, 517-242-0702, Jwashburn.us@gmail.com (8/16)

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DEKA BATTERY: DeKa ETX30L AGM light-weight (23lb), compact battery, 7”H, 6”W, 5”D. 400 cold cranking amps. Used 3 mo. \$50. Email: aos2@comcast.net (10/16)

CAR STORAGE: Heated, secured garage. \$550 up to 6 months. Call Clem Weierstahl at (810) 636-2840.

FOR SALE: 1989 Porsche 944: Guards red with black interior. 2.7L In-Line 4 cylinder, fuel injected single overhead cam 8 valve engine. Porsche script seat inserts, 16” phone dial wheels, resprayed with

factory original paint, aftermarket high flow exhaust, 5 speed manual transmission, Roadmaster VRCD400-SDU in-dash head unit with USB CONTROL FOR MP3 / WMA, 84,154 miles. \$8,900.00. Contact Matt Fenster 248-496-3004 or matt@sellyoursportscar.net. (11/16).

FOR SALE: 1961 Porsche 356 normal motor. All 3 pieces match. Good core for rebuilding. Includes carbs. heads, gen stand, dist, etc.. Inside stored for 40 years. Best offer. Bernie 586 805-8766 (11/16)

FOR SALE: Two Michelin Pilot Super Sport tires: size 305/25 ZR20 off the rear of my Porsche 911. They are in great shape with 7/32 tread left. I had a blowout on one of my fronts and replaced all 4 with a different brand as I could not find more MPSS in my size. \$200 or best offer. Contact: corcorand@chartermi.net (11/16)

FOR SALE: 1987 Porsche 911 Carrera Targa, Guards Red with Black Interior, 94,500 miles. I have pampered this car for almost eight years. Drives and looks great. New clutch, tires, shocks, updated electrical, recent oil change, and complete maintenance record. Front and rear spoilers,

Sirius radio, and car cover. \$43,000. Mark Blazevec 248-761-5346, MarkBlazevec@yahoo.com. (11/16)

FOR SALE: Genuine Porsche 17mm wheel spacers - OEM - Porsche part number 000-044-500-10 includes 10 ball seat lug nuts. Used on the rear of 2005 Boxster ‘S’. Will fit others. Original cost \$270.00 will sell for \$135.00. Phone - 248-344-0986/ kwaller@peoplepc.com (11/16)

FOR SALE: 1971 Porsche 911T Coupe: Sepia Brown. One owner. Full service documentation. COA. Original window sticker.tool kit. Excellent condition. Survivor. Rare opportunity. Contact Michael Cohen 248-227-8604; michael@sellyoursportscar.net (1/17)

FOR SALE: Cayenne winter tires and wheels. Like new Blizzak 275/40x20 on black Rial (German) Porto (5-spoke) 20x9 wheels. These were new last winter at \$2200 for the TechArt Turbo. The Cayenne went to live in GA so winter tires are available for the worst of MI winter - still to come! Ready to bolt on (can do for you) \$1200. Call Ron 586-749-9804.

Welcome

New

Member:

Christopher Hennessy

WE NEED HELP

Our events don’t
“just happen.” Please
consider becoming involved
in an activity that interests you.

Please ask any Board
Member or Event Chair
for more information.

You will be glad you did!

RECAP **CIRPCA Breakfast Tour**

STORY & PHOTOS BY **GRETUS HOOGESTRAAT**



Breakfast at "Sun Rise Cafe" in Fort Wayne, Indiana

On July 9th we attended another Central Indiana Region (CIR) breakfast. This time it was at the Sun Rise Cafe in Fort Wayne, Indiana. We took the Boxster and drove to Fort Wayne on Friday afternoon. Since it is a three hour drive, we decided to stay until Sunday. After the breakfast, the CIR members had a beautiful day for a drive. Instead of the drive, Victoria and I decided to explore downtown Fort Wayne. Of course Victoria discovered some shopping opportunities and afterwards we

found a great Irish Pub for a snack.

It was nice to see Jimmy and Maureen Arata again and they invited us to their beautiful home Saturday afternoon. We also went to dinner with them and another CIR couple.

On Sunday, we made our way back to Michigan. We had a great time and I encourage everybody to attend events in our neighboring Michigan, Ohio and Indiana regions. Or, if you are vacation in Florida, maybe a DE at Homestead. You never know what or who is coming your way.



Downtown Fort Wayne



Someone was hungry



Maureen Arata and Victoria



Victoria on her shopping spree



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RECAP

HPDE at Indianapolis Motor Speedway (IMS)

STORY & PHOTOS BY **GRETUS HOOGESTRAAT**

Early this year I noted that the Mid-Ohio region (MOR) was having a three day HPDE (High Performance Driver Education) event at Indianapolis Motor Speedway (IMS) in August. Indy, its Indy baby!-I gotta go. I have been to IMS for every Formula One race, sitting in the grand stands right across from Michael Schumacher's garage #36 next to the Pagoda. On February 22nd I signed up for the event without thinking about the consequences-I'm talking about addiction! A few days later I persuaded five more souls to do the same foolish thing. The event was six months away, nothing to worry about, or so I thought. SEM HPDE and Spring Tour in May, PCA Parade in June, CIR Breakfast and SEM Progressive Dinner in July-nothing to worry about except I needed new brake pads. Thanks to Jerry Door for suggesting Cool Carbon brake pads, they arrived just in time and they are great.

SEM member Lewis Young offered me use of his trailer, thank you so much Lewis, it was really helpful. I rented a RAM 2500 pickup from Enterprise and went to get the trailer on Wednesday afternoon. One problem I encountered was the hitch receiver on the RAM, it was too big and the pin didn't fit. I went to Harbor Freight, got a longer pin and a step-down. Finally everything was in order and I drove home with Lewis's trailer. Unfortunately I found out that our carport was ½ inch too small, so I had to park the trailer in front of it. Everything was packed up Wednesday evening so I could leave early Thursday morning.

On Thursday, I left around 9:30 AM heading south on I-75 towards Toledo. From there US-24 took me over to Fort Wayne and then I-65 down to Indianapolis. I arrived at IMS around 3:00 PM, almost at the same time second as SEM DE Instructor Ross Hotz.



Getting ready for the trip to IMS, loading the 993 into Lewis's trailer



Cars line up in pit lane ready to go fast

After registration in the east parking lot, I drove to the trailer parking lot to unload since no tow vehicles were allowed in the paddock area.

After tech inspection I went to our garage, #36, which I shared with SEM members Leon Lewis, Tim Otto and Michele Letica. SEM members Daniel Conrad and DE instructor Ross Hotz were right next to us.

I opened the Paddock door and parked the car on the right front side of the garage. I unpacked getting out the toolbox, extra brake pads, floor mats, SEM flag and a dozen other things like beverages. The car was ready for the HPDE and I thought I was too, but I wasn't. I opened the door to pit lane...OMG...what a view towards the grand stands, even with them empty it was overwhelming. I could see myself sitting where I attended F1 races in the past. I imagined how it must feel for the race car drivers with spectators all around. I have to admit, it was a very emotional moment for me. After all these years I finally was where I wanted to be, driving on a track Michael Schumacher raced on and using his garage. Thank you Mike and Kevin from MOR for making this happen, I really appreciate it.

Thursday was easy and quiet; just registration, tech inspection and a track walk. The welcome reception in Pavilion 1 concluded the day. Friday, Saturday and Sunday would be a different story, the track was hot from 8:00 AM to 6:00 PM.

Friday, Day 1: Sunny, no wind, perfect HPDE weather

What is the best way to learn a new track for the first time? Get a local or at least someone who has driven the track before

to show you the layout. I asked MOR Vice President and HPDE Co-Chair Chip Henderson if he could do a few laps with me. He agreed and gave me some very good tips. I had a great time and it



SEM members Maggie Otto, Ileana and Leon Lewis plus Tim Otto relaxing between the sessions

just took a couple of laps to get use to the track. But, oh boy, when Chip left the car turn 11 without a passenger was a completely different story. All of a sudden the 993 hit the ref-limiter. Shifting was not an option because the load was on the left rear. If I had shifted at this point, I would have kissed the wall. Next time around I took turn 11 in 4th gear, but that did not work because the RPM's were too low and there wasn't enough power. So, 3rd gear was the best choice for turn 11 since getting into the rev- limiter was a better option than running too low in the RPM range.



Pretty wet on Saturday

Saturday, Day 2: Rainy, wet...the perfect HPDE weather didn't last long

Unfortunately I had never done a HPDE in the rain, but I was looking forward to it. Rain is an equalizer for horsepower and slick tires. Here was my chance, but when my run group went out on the track it stopped raining. The track was wet for five laps and I enjoyed passing the high horsepower cars with slick tires. Once the track dried off, they took over the lead again. Later on in the day it started raining again and unfortunately this time there was lightning. The track director had to pull in the corner workers for safety reasons.

Saturday night Ross Hotz, Daniel Conrad and I went for dinner at a restaurant close by the event hotel. This concluded the second HPDE day and we all were looking forward to the final day.

Sunday, Day 3: Sunny again, no wind, perfect HPDE weather again

Last day at IMS and still a lot of track time to enjoy. It was warm and sunny, another great track day. Indianapolis Motor Speedway looks like an easy track, but don't let it fool you. In most places there is a lot of run-off area like Gingerman. But three spots need your full attention because the wall is right next to or



Serious hardware had no chance in the rain

in front of you. I could not have done this without the help of my past Waterford Hills DE instructors. Thanks to Diana Eblenkamp, Clem Weierstahl, Arndt Weierstahl, Greg Steen, Gary Mason, Marc Molzon, Tony Mac and last but not least Jeff Amos. The DE instructors prepared me well for this weekend. They did a fantastic job and had patience with me (the guy who knows it all, or so he thinks-LOL). I come from a motorcycle background, which is completely different than a car on a track.

Thank you Mike and Kevin from MOR for putting on this amazing event, it was spectacular. Everything was well organized from the dinner, text messages for event updates, hotel reservations and everything else. Should I go in 2017? Why not.



My 993 in Bernd Mayländer's garage at IMS. He is a German race car and Formula One Pace Car driver

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Index to Advertisers – January/February 2017

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| | |
|--|------------|
| Andree Riley/Keller Williams Realtor | 38 |
| AutoMark Collision Center..... | 6 |
| Burton Brothers Construction | 24 |
| Classic 9 Leather Shop | 24 |
| Clear Auto Bra | 30 |
| Cloverleaf Fine Wine | 30 |
| Copyrite Printing..... | 24 |
| CrossRoads Plaza | 12 |
| Eitel Dahm Motor Group | 20-21 |
| Eric Wheeler/Mercedes Benz of Novi | 12 |
| Fred Lavery Porsche..... | 39 |
| Hans Auto Electric | 30 |
| March & McClellan Agency | 6 |
| Motor City Auto Spa..... | 24 |
| Munk's Motors | 29 |
| Nikolas Motorsport | Back Cover |
| Paul's Auto & Boat Interiors..... | 24 |
| Porsche of Ann Arbor | 16 |
| Porsche of Farmington Hills | 2 |
| Sell Your Sports Car.Net | 32 |
| Steve's European Automotive | 12 |
| Vintage Munk's | 30 |

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Un-Garaging the Queen

A 1700 mile fall color tour with our Porsche 993 to Copper Harbor and back

STORY & PHOTOS BY **ULRICH GOLLWITZER**

For a long time, Krista and I have been thinking about taking our Porsche on a nice road trip. Inspired by the Michigan.org webpage we came up with the idea of touring the Upper Peninsula all the way to Copper Harbor. We did neglect obvious choices like Mackinac Island, Tahquamenon Falls and the Pictured Rocks, as we had already visited.

A few days before the start however, a little uncertainty got a hold of me – mainly because of a series of bad luck, such as electrical gremlins, cracking the windshield and a headlamp lens the same day and finally a black cat barely making it past my hood. I panicked and reached out to my friends on the rennlist Facebook group, asking whether we really should take the Porsche for that trip?

From there on out the stars aligned: several encouragements from rennlist members later, an invitation of a Porsche collector in Door County (Wisconsin), and the encouraging words of my wife Krista: “Let’s mess this windshield up really bad and get a new one afterward,” I was determined that it was the right thing to do—let’s take our reasonably motorized car!

We started at 8pm on an early October Thursday from the parking lot of Oakland Community College, where I picked Krista up from her German class. Now we had until Tuesday at 6 pm, just in time for her next class.

We headed to our first stop in Ludington where we stayed for the night to catch the SS Badger across Lake Michigan to Manitowoc, WI the next morning. After the ferry ride, under the eyes of many acknowledging passengers, we took off from there to meet our new Facebook friend Bob for lunch in Algoma. He marked up a paper map with numerous insider tips for us.

Door County is beautiful! Constantly fighting over the helm of our 993, we drove only tiny B-roads. I have been missing small, twisty roads in Michigan—this is where they are all hiding! After enjoying a beautiful sunset, we ended up staying with friends in Egg Harbor, who coincidentally spent their weekend there.

The next morning, with the roof open in still freezing temperatures (we take owning a convertible seriously), we took off towards Ottawa National Forest destination Iron River. The colors started to get nicer and nicer as we got further north.

Sunday we visited the Bond Falls and then decided to stretch the car’s legs by going all the way to Porcupine Mountains. We were rewarded with beautiful views and the drive was everything one always wishes to do in a Porsche!

After a packed day and a two hour drive into the darkness we put



Top of the Brockway Mountain Drive

up camp in Houghton, well positioned to conquer Copper Harbor the next day! In the Hotel Lobby we met the original owner of a 1970’s 911 T Targa for a nice chat. Later at the ‘Librewery’ we got insider tips for the next day. It surely helped that the barkeeper was a car enthusiast himself.

Remarkable stops on our way to Copper Harbor were the Eagle River Falls and the Jam Pot at the Jacob Falls. There, monks sell a rare Thimbleberry Jam and delicious bakery items. Later we toured the Brockway Mountain Drive. Highly elevated and in strong winds, we enjoyed another view of Lake Superior and an endless array of fall colors. Eventually we reached our turning point, the Fort Williams of Copper Harbor—another highly interesting historic landmark.

From here we headed back in the sunset along the beautiful coast line. The decision between enjoying the curvy roads or the view was not an easy one to make. Our destination for the night was Manistique to visit the beautiful fresh water fountain ‘Kitch-iti-Kipi’ early the next morning.

One more stop at the Cut River Bridge and it was time to head back south to make Krista’s next class. The original plan was to do the four hour highway stretch with a closed roof, but that did not last long! Krista’s lost homework papers did not even move due to the nice windbreaker.

After 1700 miles we both agree: this trip was amazing and the excitement of taking the Porsche made it even more special! What a great car for a road trip. Another road trip is a certainty for us three!



Liberating view of Lake Superior



Upper Bond Falls: one of many beautiful waterfalls



Departing from the Jam Pot near the Jacob Falls



Morning departure in Egg Harbor

When a plan works out – plenty of nice driving on our trip



MORE PHOTOS ON PAGE 28



Driving off the Ferry SS Badger in Manitowoc, Wisconsin



Portage Lake Lift Bridge from 1959 in Houghton



Last view on the lower peninsula before heading back home



Looking for authentic food in St. Ignace



Ducking from the swinging signs

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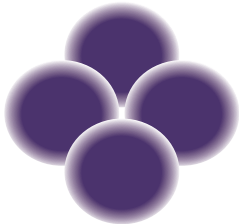
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RECAP

SEM Membership Dinner: Henry Payne

BY **DAVID MILLER**



The annual Membership Dinner was held November 18 at Pasquales on Woodward in Royal Oak. We were very fortunate to have Henry Payne as our speaker. Henry Payne is The Detroit News auto critic, a syndicated editorial cartoonist, and opinion writer. A 30-year newspaper veteran, his auto column appears twice a week in The News. He also produces a weekly video and “Car-toon.” The lifetime motorhead is a Pulitzer Prize nominated cartoonist, has published three books, and is an active race car driver.

Sharing a series of experiences behind the wheel of some fabulous race cars, on great tracks, makes for an exciting evening. Those of us who attended the meeting had the opportunity to see some great Porsche race car photos and to hear the stories behind them. In the meantime, sharing time and dinner with Porsche friends always makes for a great evening.

Henry’s story, as it relates to a passion for Porsche, starts with his father, Henry E. Payne III (1935–2008). To share his father’s story helps you to understand his passion for Porsches and other fine automobiles, along with the background as to how they came to acquire several fine Porsche race cars.

The following excerpt appeared in an article in the July 9, 2008 issue of Sports Car Digest:

“Henry III (Henry’s father) started his racing in SCCA in 1959 and raced an AC Bristol and Lotus XV against the likes of Mark Donohue, Roger Penske and Chuck Stoddard. When SVRA had its earliest beginnings at Sebring in the mid ’70s, Henry had found a home for his collection of plastic Porsches and he raced exclusively with SVRA every year until last year. He had one of each – 904, 906, 907, 908, 910, and 917. His son, Henry IV who is a political cartoonist for the Detroit News, began vintage racing with him in the 906 in the early ’90s. Henry treasured the experience of racing with his son.

Henry was one of a small group of racers who bought SVRA from Alex Quattlebaum Jr. in 1990 and served as its first Chairman and as Group Representative for Group 5, remaining on the Board until the sale of the company to Peter McLaughlin in 1997. Henry was elected “Driver of the Year” in 1998 and was also only the second driver ever to be chosen “Driver of the Decade”. Both awards are selected by and presented by the previous “Drivers of the Year”.

(continued on page 32)


The obvious question, in most people's minds, is how did Henry's father have the presence of mind to buy these cars when they were very affordable? Answer: Henry's father was interested in purchasing a Porsche back in the early 70's. A friend in their West Virginia town was an avid collector of Rolls Royces and other fine cars. In conversation, this gentlemen recommended they buy a former racing Porsche. Rarity has always been a good strategy, and these cars are ready to go to the track. So their journey began with a 904 GTS. After a short while, a 906 found its way home. And so on. They owned most of them for many years, finally pull-

ing them off the track when there were no other Porsche race cars to compete with in the vintage racing groups.

All said, it was a memorable evening with photos of Porsche racing cars, we can only dream of, combined with stories that allow you to visualize the driving experience. Our thanks to Mr. Payne for his time and adventures. Thank you also to Tom MacDonald, who arranged for Henry to be our guest speaker, and Greg Gallagher our master of ceremonies.

We look forward to seeing all of you at the next event. These dinners are always a pleasant surprise.





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Report From Virginia International Raceway

STORY & PHOTOS BY **ANDREW OLSON**

During the September end-of-year DE party at the Eblenkamp's new digs in Waterford, a few of the die hard guys were talking about going to Virginia International Raceway (VIR) in November. I had never considered doing a track day so far from home, but VIR is one of those "Big Boy" tracks that I dreamt of going to. Checking the work and home calendar, it looked like I could go, so I registered for the 3-day event and started getting ready.

The first step was to tech my car, change the oil and replace the brake pads. If you read my last article, you'll know that I recently found a seized brake caliper piston. Other than that, the car looked in great shape and ready to hit the track.

It took a full day of driving to get to VIR. I use a 2005 Cayenne Turbo as my tow vehicle and pulled the Coke car in its 20-foot trailer through Ohio and West Virginia, over the Appalachian Mountains and down to south-central Virginia. VIR is just a few miles away from Danville, VA and about a mile from the Virginia-North Carolina border. The Cayenne performed flawlessly and after a so-so night's rest at the hotel (I was pretty excited), I got up bright and early and headed to the track.

VIR is a beautiful facility. It feels like a high-end country club, but for cars! The host of the event was the Carolinas PCA club. They had a broad mix of cars from old 914s and 944s, to brand new GT3 RSs and a multitude of Cayman GT4s. I had the only 928 which I'm still unsure whether to interpret as a good or bad omen.

We would be running the full course, which is about 3.3 miles long with 18 turns. I had studied the track map for days and watched several YouTube videos to gain a sense of the track. That helps, but you never really know a track until you actually drive it. That's particularly true in terms of the elevation changes.

Friday was a perfect weather day with a high temperature near 75°F and sunny skies. I was in the white solo group of about 30 cars. I purposefully gridded near the back because I knew I would be slower than those more acclimated to the track.

VIR is a track that rewards you the more you put in and push. There are some technical sections, and some others that truly test your courage. As you come out of pit lane, you merge on to the front straight. Turn 1 is a 180° decreasing radius right-hander. If you get it just right, you can carry a tremendous amount of speed

through Turn 2 and into Turn 3, known as "NASCAR Bend". Turns 1 through 5 are probably the most technical part of the track and offer both opportunities for shaving and losing time.

Coming out of Turn 5 you enter the "Snake", which can mostly be straight-lined, unless you are passing someone. You are full throttle at this point and as you pass under the entrance bridge, you begin a long uphill assault through a second set of esses. These "Climbing Esses" are the best feature of this wonderful track. It is very hard not to lift off the throttle, risking loss of a tremendous amount of speed, as you climb over 100 feet with the car shifting from side-to-side. If you can stay in it, however, you are rewarded with a high entrance-speed into "Left Hook" or Turn 10. This is a very deceptive left turn because the road dips down 40 feet immediately after. The topography only allows you to see the profile of the road and makes it appear off-camber. As such, it's easy to over-brake here. Tom Krueger took me out and showed me that you only need to tap the brakes and hammer-down!

After a couple of tight right-hand turns including the famed "Oak Tree" (which I understand came down a few years back), you enter a 3/4 mile straight that climbs uphill slightly. I was reaching speeds of 135 MPH. Tom was hitting 150 MPH. After the crest of the hill there is a 15 foot drop the last thousand feet of the straight. I found this is a great place to make up time by braking late as you setup for Turns 14 through 16. This section is known as "Roller Coaster" because you drop about 100 feet as you go through a right-left-left right series of turns. This was probably my second favorite part of the track.

Turn 17 is the final turn before the front-straight. Known as "Hog-Pen" (I guess because there used to be one there), it is a deceptive right-hander that you can easily over-brake. But because this is at the end of the downhill portion, the front-end will compress giving you tons of turn-in and grip. Then you feel the back-end following suit. Tom told me to go full-throttle through here, so I did. It took a lot of courage, but after several attempts, I managed to hammer through and was rewarded with a clenched behind and smile on my face!

That night, I hung out with Tom. We cooked up some sausages and had a marvelous dinner. I was pretty impressed with how my times improved from about 2:30 to 2:19, in large part

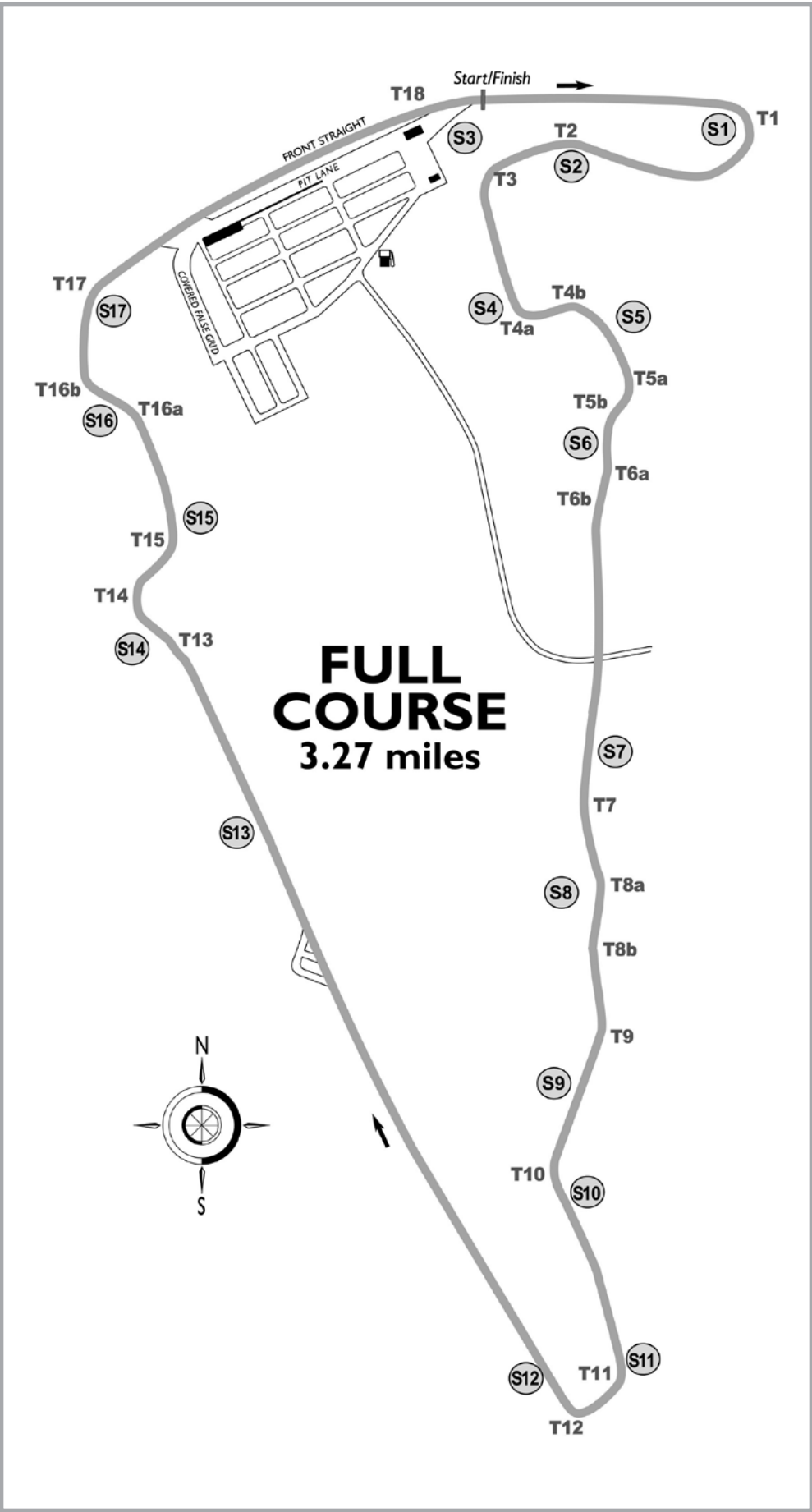
(continued on page 34)

thanks to Tom’s instructions. I called it a night at 7 PM and promptly fell asleep.

The next day, Saturday, was significantly cooler. The forecast called for rain, but it never really appeared. The Coke car with its hungry V8 loved the cool air. While the car seemed faster, there was more traffic, and I could never put together as clean a lap as I had on Friday. I found myself napping between sessions. How do those endurance guys do it?

Sunday was colder still with temps in the 40’s. It definitely took more time to get heat into the tires, but once they warmed up it was just as fast as the previous day. The car was flawless! I pushed and pushed, but never got another clean lap until the final lap of the last session where I was able to run a 2:18.

After I packed up, I headed out for the long journey home, but it didn’t seem as long as I was dreading. All I could think about was what an awesome experience VIR was. I am so glad I went. Now I cannot wait to go to other storied tracks like Road America, The Glen, and Road Atlanta. See you out there. Keep the shiny-side up!



TECH TALK

The following are reprints from Panorama. Questions are submitted by PCA members and responses are formulated by members of the PCA technical committee.

CABLES AND CONTROLS

Model: 911, Year: 1999, Mileage: 38,000, Type of use: Street use only

Q: My battery died over the winter on my 1999 911. I can’t figure out how to get the hood open so I can charge/replace my battery. Any guidance would be greatly appreciated.

A: If you remove the fuse cover under the dash there should be a charging post that you hook a battery charger to that will bring up the battery enough to open the hood. This should be shown in the owner’s manual.

BRAKES

Model: 911 Cab, Year: 2003, Mileage: 58,000, Type of use: Street use only

Q: I have a new to me 2003 911 Cab wth 58k miles. I need to replace the rotors and pads. I’m looking for suggestions on brands of pads and rotors for general to hard use, but very little track use if any. Any suggestions would be appreciated and thanks in advanced.

A: For street use it is almost impossible to improve on what Porsche specifies. Look through the ads in Panorama magazine or call your online vendor of choice and use “OEM” replacements. I always prefer the rotors with the rust-proof paint on them like the originals. They look terrible otherwise after they rust around the central hub area. When you order your pads & rotors, I would recommend ordering the caliper hardware kit, as the old spring clips and pegs are usually junk after 10k-20k-30k miles of life with 400 to 500 degree heat cycles in all sorts of weather.

ABS LIGHT ON ALL THE TIME

Model: 968, Year: 1993, Mileage: 130000, Type of use: Both Street & Track

Q: Just before I put my 968 up for the winter the ABS light came on and the speedometer quit working. I have inspected the wheel speed sensors and could find nothing obvious. When I start the car the ABS light is on and does not clear. What would be your recommended trouble shooting path? I reviewed the past questions on ABS issues and did not find any useful information. I do not have access to the Bosch tester or the test plan.

A: Since you don’t have access to the Bosch tester, my best recommendation is to take your car to a qualified Porsche repair facility for a diagnosis. The ABS system has a robust diagnostic built into the software and it would be a shame not to simply read the code to determine exactly where the fault lies. But first, a little history about the ABS light and how it works: Since the ABS warning lamp illuminates and doesn’t go out, that indicates a static - not dynamic - challenge. It could be something as simple as a faulty ground, but the control unit knows there is an issue. In the case of a dynamic challenge, like a wheel speed sensor for example, the light will illuminate when you turn the key to the run position, proceed through its basic electric checks, then go out. At about 3 MPH, the control unit triggers the dynamic test where it cycles the pump for a moment (you can hear it) and if all is OK the light stays out, otherwise it’ll illuminate and stay illuminated. You should know that when the ABS light is on, there’s no anti-lock function. You still have regular service brakes; press hard on the pedal and the wheels will lock up just like in the old days before anti-lock brakes.

SEM Board Minutes (12/1/16) by John Keilly

In attendance: Board Members: Howard Gilson, Gretus Hoogestraat, Walter Crump, Michael Cohen, Marc Molzon, Greg Gallagher, John Keilly and Officers: Steve Carbary, Erik Ohrnberger and Mark Vander Eyk. Absent with notice Patti Door, Leo Wanstreet and Fred Young.

Call to Order: 7:01 P.M. by President Howard Gilson.

Minutes: Moved by M.M and M.C. to approve. Motion passed.

Financial: Leo Wanstreet – Tabled until Leo is available

Membership: Greg Gallagher. – $634 + 374 = 1008$ total members.

Insurance: Greg Gallagher – None needed

P-4: Michael Cohen – Mark Vander Eyk has joined the staff as an Associate Editor. Staff changes are being planned and will take effect early in the New Year. The January/February issue is targeted for mid-January, to allow for inclusion of the EoTY and recap of the Holiday Party.

OLD BUSINESS:

November 18: Membership Dinner – Greg Gallagher. The event was well attended, with 64 people. The speaker, Detroit News Auto Columnist Henry Payne, was well received.

December 17: Holiday Party – John Keilly Registrations growing rapidly and are likely to again exceed 100 people. Still

pursuing items for the Silent Auction. Motion to comp our hosts was approved.

2017 Calendar: Further discussion - Michael Cohen – Need to confirm date FOR Swap Meet with our hosts, Porsche of Farmington Hills.

Steve Carbary – DE dates are tentative and won't be published until confirmed.

60th Anniversary Committee: Patti Door - Tabled until Patti is available.

Germany Trip: Don Kleist - Tabled

Charities: Gretus Hoogestraat – Motion by GH & JK to comp 4 guests from Jo Brighton passed.

Web site: Gretus Hoogestraat – The new calendar function is up and running. It also ties into events on the Zone IV Calendar. Need an ad in the P4 for a Word Press Expert.

Goodie Store: Some items from inventory will be donated to the Silent Auction.

NEW BUSINESS:

DE: Marc Molzon - Will donate to certificates for \$ 100 off to the Silent Auction

Refreshments and Locations: Thursday, January 5 – Fred Young at his house

SEM/PCA Member Anniversaries - January/February 2017

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.

Congratulations to all who have a membership anniversary this month!

Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

| YR | Name(s) | YR | Name(s) | YR | Name(s) | YR | Name(s) |
|----------------|-------------------------------|----|------------------------------|-----------------|---------------------------|----|---------------------------|
| JANUARY | | | | FEBRUARY | | | |
| 47 | Ronald & Karen Roland | 1 | Edward Dawda & Alice Buckley | 1 | Luis Pugliese | 1 | Dale Goby |
| 42 | Ronald Hughes & Paul Gardy | 1 | Shant Saroukhanian | 1 | David Corcoran | 1 | Gina Ohrnberger |
| 33 | David & Suzanne Secord | 1 | Michael Shanlikian | 1 | Amy Bordes | 1 | Thomas Vollmer |
| 33 | Gene Kiesel | 1 | Glenny Tjahgaji | 1 | Jeff Campbell | 1 | Brian Wright |
| 32 | Lori & Peter Mauthe | 1 | Richard & Marcy Ford | 1 | Jan Griffiths | 1 | Robert Dunne |
| 32 | Douglas & Margot Marston | 1 | Richard & Judith Huddleston | | | 1 | Rick Schoonover |
| 32 | Gregory Priestap | 1 | Sharon Olis | | | 1 | Glenn & Pamela Cumberland |
| 26 | Raymond & Joann Johnson | 1 | Apostolos & Elena Kerasiotis | 39 | Mark & Jeff Langren | 1 | John Keilly |
| 23 | Richard Branka & Lydia Draper | 1 | Glenn Haege | 37 | Peter & Rita Heydon | 1 | Raymond Goscenski |
| 23 | Leo & Linda Wanstreet | 1 | Roger & Katie Meiners | 34 | Peter Schmitt | 1 | Nancy Cobb |
| 23 | Mark & Jordan Birnholtz | 1 | Victoria Hoogestraat | 34 | Horst Sorg | 1 | Brian Barton |
| 19 | David & Diane Burton | 1 | Carol Etterman | 29 | Scott & Kim Elliott | 1 | Hugh Victor |
| 19 | Douglas & Janet Gaffka | 1 | Billy Crowe | 29 | Jeffrey Sadowski | 1 | Galen Bulles |
| 18 | James & Norine Watson | 1 | Robert Newill & Len Dodman | 27 | John & Pamela Chatley | 1 | Nicole Bormey |
| 18 | Eric & Martha Manting | 1 | Mark & Dawn Lubienski | 27 | Terry Swick | 1 | David & Brenda Pelka |
| 18 | Anthony & Ernest Mac | 1 | Carl Code | 26 | Michael Proach | 1 | Ken & French Waller |
| 16 | Clifton Patton | 1 | Maggie Otto | 26 | Charles Randau | 1 | Christopher Sterling |
| 16 | Tony Amalio | 1 | Mark & Carolyn Koblin | 25 | Tibor & Edith Szabo | 1 | Joseph Elbehairy |
| 16 | David & Barbara Peterson | 1 | John & Ikhlhas Khami | 25 | Robert & Loretta Serge | 1 | David Rand |
| 1 | Peter & Kim Yanchyshyn | 1 | Ralph Gordinier | 25 | Jeffrey & Imbi McErlean | 1 | Cleve & Paula Masson |
| 1 | Peter & Bruce Rea | 1 | Derek Yim | 24 | Philip Kubik | 1 | Juan Valdez Vazquez |
| 1 | Angus Campbell | 1 | David & Elaine Abbondanza | 24 | Dennis Spors | 1 | Kevin Ruhs |
| 1 | Frank & Elizabeth Tilli | 1 | Charles Robinson | 18 | James Long | 1 | Howard Bortman |
| 1 | James Marsh | 1 | Anne Humphrey | 17 | Thaddeus Shegos | 1 | Ronald Harmon |
| 1 | Michael Kelter | 1 | Jonathan Frake | 17 | Ken Ebel | 1 | Jim Bennett |
| 1 | Richard & Connie Monrad | 1 | Ryan Dix | 16 | Mark & Elizabeth Peters | 1 | Richard Crossley |
| 1 | Lisa Molzon | 1 | Carl & Denise Giosa | 16 | Clifton & Marti Patton | 1 | Ulrich Gollwitzer |
| 1 | Miles Rozell & Peggy Parent | 1 | Brad Conkey | 16 | Tony & Christina Amalio | 1 | Sriram Pakkam |
| 1 | Charles & Susan Payne | 1 | Geoff Rood | 16 | Michael & Tori Heilmann | 1 | Nicholas Ritsema |
| 1 | Ron Pruette | 1 | Chaitanya Nandakumar | 16 | Stanley & Seth Engelhardt | 1 | Tom Kliz |
| 1 | Richard Hoyle | 1 | John Darwak | 16 | Richard Walker | 1 | William Robert Molzon |
| 1 | Lothar & Ann Bauer | 1 | Jason Smith | 1 | Karen Kelly | 1 | Christopher Sable |
| | | 1 | Jeff Silagy | 1 | James Dyke | | |

Good Racing

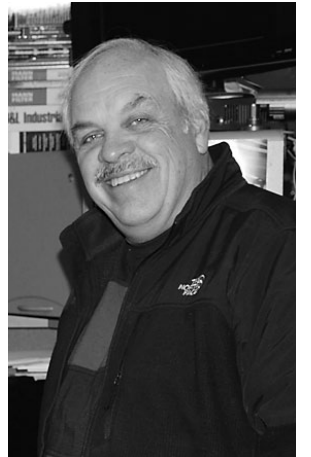
BY **TOM FIELITZ**

Ask any race fan what they consider to be good racing and you will have a spirited discussion, if not an argument. Stock cars, sports cars, and formula cars each have a specific appeal. Add the racing venue to that, road racing course, oval track, dirt track or even drift track and you can begin to appreciate the diversity of motor sport. Ask a racing enthusiast which specific aspect of racing he finds that draws his devotion and that will vary also. Some race fans are drawn to the technical aspects of very advanced engineering while others are drawn to the human aspects of team work and race strategy. One common thread through all of the racing is the dedication, talent and sheer bravado of the racing drivers themselves.

One aspect of racing that has become very apparent this year is how close the competition has become between teams and individual drivers. Part of the explanation for this can be attributed to the performance balancing regulation that the various racing series organizers have imposed. Every race series operates under a strict set of rules that define what constitutes a legal race car. Rules cover various car dimensions such as wheel base, engine displacement, power output, weights and even body shapes. NASCAR has a specific set of body templates that all cars must fit under. Indycar only allows one car manufacturer, Dallara, for the entire field of cars. Ostensibly this was done in the interest of driver's safety as is the case for many car features. Another factor to commonality between race cars is to keep racing costs at a rational level. Controlled costs encouraged more team involvement and even more manufacturer involvement. But with the rising cost of racing we entered the era of the rich patron who can buy his way into driving a race car as opposed to the professional who dedicates his life to racing.

The question still remains whether this creates good racing. Primarily I think we can agree that safe racing is good racing. Racing just a few decades ago lost far too many super star drivers to racing accidents. Though it happens far less now, recent racing accidents have claimed lives despite the huge advances in racing safety. Good racing provides a diversity of race winners. The potential race winner can even come from deep in the starting

field. That adds to the drama of the race and the compelling spectacle that holds our interest even in very long endurance races. Good racing involves a combination of factors that determine the winner; drivers skill combined with teamwork and technical superiority.



Many long time racing fans like to reminisce about the good old days of racing. It is also a good discussion to try to compare racing eras and debate on which driver or what car was the greatest. But did one of our past racing heroes dominate his sport by driving talent or by some “unfair advantage?” The biggest advance in racing technology was the “discovery” of aerodynamics. Ground effect technology multiplied many time over the grip of the tires to the road to 4 or even 5 times the force of gravity. But the counter effect of channeling the wind is that race cars cannot follow too closely lest the wind be disturbed and the cornering grip suddenly disappears.

Is racing still the challenge it once was? Has racing technology become canned and predictable? Has racing become closer now because of the advances in safety? Or have race drivers become bigger risk takers and more aggressive because they have better protection? The safety features on some race cars have made them less susceptible to race damage which has resulted in more cars finishing a race. But the resulting aggression from some drivers has led to more driving sanctions which can be imposed during a race and influence the outcome. Race sanctioning officials have added rules for cars to un-lap themselves which results in closer competition but minimizes the skills of a driver or team to erase a hard fought advantage over the competition and often make a long race a meaningless parade of cars until the final minutes of a race.

What is good racing? I guess you only know it when you see it.
That is why I watch as much racing as I can.

Around The Zone



BY **MICHAEL SORIANO**, ZONE 4 REPRESENTATIVE

Greetings PCA Zone 4 Members,

Happy New Year! I hope that everyone enjoyed the holiday season and is ready for another exciting year in PCA. I attended several Region Holiday parties at the end of the year. A few regions are hosting their parties this month, and I hope to be able to attend.

Central Indiana Region held their Annual Meeting and Gala Dinner at The Rathskeller located in the 19th century Athenaeum building in downtown Indianapolis. After a wonderful German Buffet, the year-end awards were presented, and next year's officers were introduced. In addition, it was the region's 55th anniversary, and I presented them with several items to commemorate this important milestone. I also attended Rally Sport Region's Holiday Party. With good food and lively conversation, everyone thoroughly enjoyed the evening. Attendees were requested to bring toys or gifts to benefit a local Children's Hospital, and the response was fantastic.

It's the beginning of a new year, and many regions' events calendars are still being put together. Why not reach out to your re-

gion's leadership and offer to assist with an event. As is true with any organization, the more you put into it, the more you get out of it. And, although most of us have our cars tucked away for winter, during the next few months, regions host social events and tech sessions to help members continue to be able to enjoy the PCA camaraderie.

As region calendars firm up and events continue to be added, please remember to check your inboxes, region's newsletter and website, as well as the Zone 4 website <http://zone4.pca.org> for the most up to date information about events available to you. Also, consider attending other regions' events, such as:

- January 3 is **Rally Sport Region's** Club Meeting at Karl's Cabin in Plymouth
- Join **Maumee Valley Region** members at the University of Toledo vs. Miami of Ohio Men's Basketball Game on January 7
- **Central Indian Region's** Monthly Board Meeting is January 4 at the Skyline Club in Indianapolis
- January 5 is **Southeast Michigan Region's** Monthly Board Meeting
- **Mid Ohio Region's** Board Meeting at the Rusty Bucket Restaurant is January 9
- **Motor-Stadt Region's** Board Meeting is on January 10 at Spagnoulo's in Okemos.
- January 11 is **Michiana Region's** Business Meeting at Dandino's Supper Club in Goshen
- **Northern Ohio Region's** Holiday Party at Club Motor Estates in Broadview Heights is January 14
- January 18 **Western Michigan Region's** January Dinner
- **ARPCA's** Mid-Winter Party is January 21 at Sewickley Porsche
- January 28 is **Ohio Valley Region's** New Member Party at Porsche of Kings Automall

If you have any questions or comments please feel free to contact me at MSoriano.ZoneRep@gmail.com

Thanks, Michael



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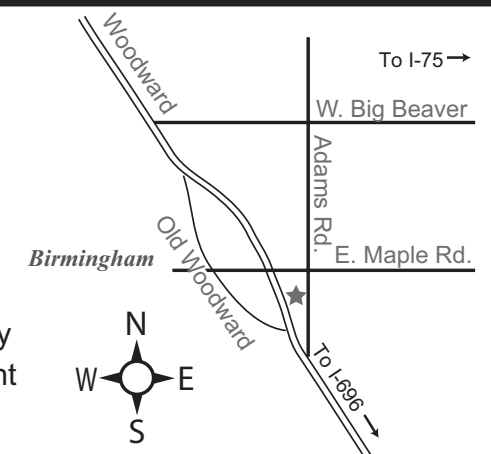
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